INTERAVIA

Aerospace Review

INDEX FOR 1983

SUBJECT INDEX

AIR TRANSPORT

Airliner purchases: 1/12, 2/100, 3/193, 4/280, 5/402, 8/811, 9/900, 10/1016, 11/1152, 12/1255
El Al: all over: 1/12
French charter operators fight it out: 1/12
Turboprop for Federal Express – decision shortly: 1/18
US regionals resume double-figure growth – *B. Rek:* 1/23
757 into service: Boeing's new narrow-body starts to pay its way – *B. Rek:* 1/71
IATA AGM aftermath: There's more to doctoring than diagnosing – *P. Condom:* 1/76
Life after death for Braniff?: 2/100
Are there any airline helicopters yet? – *M. Lambert:* 2/117
Preparing for sunset: CAB Chairman Dan McKinnon talks to *Interavia*: 2/145
Making short-haul operations pay – *B. Rek:* 2/146
Nigeria Airways: Striving to meet the needs of Africa's most populous nation – *A. Vandyk:* 2/148
Selling secondhand airliners in a glutted market – *B. Rek:* 2/150
Learjet or A300: which is cheaper for what journey? – *M. Grangier:* 2/160
Air France – also in the red: 3/192
World scheduled revenue traffic: 1978-1982: 3/192
El Al flies into uncertain future: 3/193
A new widebody for Lufthansa and Swissair: The Airbus A310 enters service – *P. Condom, D. Seidl:* 3/217
United's cost-cutting newcomers – *B. Rek:* 3/219
Fatal blow for Braniff/PSA deal?: 4/280
Airbus expands capabilities of the A310 and A300-600: 4/281
New technology engine consortium makes progress: 4/280
New times adapt to Northwest – *B. Sweetman:* 4/360
Yemenia: Opening up Arabia's exotic corner – *A. Vandyk:* 4/362
The airline business "isn't just flying airplanes". United's McBride takes the long-term view: 4/364
Transatlantic fares: international row brews: 5/402
Swissair launches the A310-300: 5/403
Smooth as silk on the royal orchid route: Thai International's profitable recipe – *H.P. Mama:* 5/491
Operating a regional airline in France: Air Littoral's success story – *P. Condom:* 5/496
Airliner design: evolution not revolution: Boeing's Bill Clay talks to *Interavia:* 5/536
African airline co-operation growing: 6/566
Charges dispute settled: 6/567
Twins over water: 6/567
Athens crash: 6/568
Commuters and the big airlines – A symbiotic relationship – *D. Woolley:* 6/629
Arab airlines gain strength through co-operation – *A. Vandyk:* 6/634
Airmec 83 – *D. Woolley, D. Seidl:* 6/661
RAA Spring meeting: optimism abounds: 7/694
New service for Airspur: 7/695
Warsaw Convention limitations: 7/695
British Airways turnaround: 7/696
Slippery runways: Searching for a consensus – *D. Woolley:* 7/728
Marketing in a competitive environment: US carriers try new tricks to attract passengers – *N. Brough:* 7/775
Growth but no profit for US carriers this year?: 8/810
Third World projects funded: 8/810
New life for Heathrow helicopter link?: 8/810
American chooses the Super 80 again: 8/811
Noise: The deadline approaches – *D. Woolley:* 8/843
Airliner financing: the experts discuss the trends – *A. Vandyk:* 8/850
The 146 makes its quiet debut – *D. Woolley:* 8/856
US traffic up but losses continue: 9/900
Another new structure for British Airways: 9/900
UK airlines win appeal against Laker liquidator: 9/901
Two aircraft, one type rating: 9/901
Civil aviation in Africa: Struggling against major disadvantages – *D. Woolley:* 9/917
Small packages dominate US freight shipments: 10/1016
ICAO forecasts lower growth up to 1992: 10/1016
French Concorde operation more secure: 10/1017
Airlines fight rising costs – *D. Woolley:* 10/1029
The US majors: surviving but not prospering: 10/1038
The world's major airlines: 10/1041
Cabin furnishings: balancing cost, comfort and safety – *D. Woolley:* 10/1067
Widebody trijets: Have they a future? – *P. Condom:* 10/1117
Bankruptcy – the new management weapon: 11/1152
Regional airlines: Growth is not without problems – *D. Woolley, R. Lopez:* 11/1165
Regional airline finance: the importance of equity capital – *D. Woolley:* 11/1173
The two-man crew: How far can it go? – *M. Lambert:* 11/1177
FAA works on aircraft fire problem – *R. Lopez:* 11/1220
IATA AGM: political discord and signs of recovery: 12/1254
BCal to market One-Eleven update kits: 12/1255
ICAO plans meeting on violence: 12/1255
Airport charges – are the airlines paying too much? – *D. Woolley:* 12/1273
Singapore Airlines poised for renewed growth – *B. Rek:* 12/1274
New digital data links for airline communications – *C. Bulloch:* 12/1277

GENERAL AVIATION

Waiting for the Pulsar: 1/18
Piper: handling the crisis a different way: 1/19
Mitsubishi Diamond 1: An operational assessment – *M. Lambert:* 1/31
Even better than a horse: ERA's helicopters in Alaska – *M. Grangier:* 1/35
Business aircraft: making them last – *M. Grangier:* 1/38
Cessna Caravan: a new single-turboprop utility aircraft: 2/101
Riding the Tiger: an evaluation of Bristow's new helicopter – *M. Lambert:* 2/113
Are there any airline helicopters yet? – *M. Lambert:* 2/117
Will technology make the helicopter competitive? – *P. Condom:* 2/119
Learjet or A300: which is cheaper for what journey? – *M. Grangier:* 2/160
Crisis in General Aviation: 3/200
A new business jet: 3/201
Agricultural aircraft production at Schweizer: 3/201
The multi-role autogyro: a workhorse not a film star – *B. Wanstall:* 3/213
Helicopters in Newfoundland – helping regional development: 3/235
Business aviation in Europe: Surviving in spite of everything – *M. Grangier:* 3/239
A short look at the Longhorn: Learjet 55 operating analysis – *M. Lambert, M. Grangier:* 3/244
General aviation avionics: Why spend more? – *P. Condom:* 3/251
Rolls launches Tay aboard Gulfstream IV: 4/283
The AVTEK 400: a competitor for the Lear Fan 2100?: 4/288
Soloy hopes to re-engine Cessna 206/207: 4/289
The Parmentier Report: a pious hope, or the basis for a new policy?: 4/289
Hard times, but some hope for the helicopter men – *M. Lambert:* 4/297
Falcons with new feathers – *M. Lambert:* 4/356
The MEDEVAC market: situation stationary – *M. Grangier:* 4/371
Gates Learjet faces up to the recession: 5/410
Rescue and medevac in Switzerland: REGA revamps its fleet: 5/411
Here comes the Bell TwinRanger – *M. Lambert:* 5/426

Challenger, Falcon 50 or Gulfstream III: A difficult choice – *M. Grangier:* 5/471
The helicopter industry must change its ways – *M. Lambert:* 5/523
HS125 – the next step: 6/569
Can the Falcon 20 compete with the Falcon 200? – 6/572
Robinson R22: the very personal helicopter – *M. Lambert:* 6/641
What next for Pilatus – *M. Grangier:* 6/647
The multi-role SF.600TP Canguro – *M. Grangier:* 6/652
Aérospatiale delivers the 1,000 Ecureuil: 7/699
BAe's 125-800, the best possible compromise – *M. Grangier:* 7/763
Learjet 55LR shows long legs: 8/818
True cost of Challenger program revealed: 8/819
Performance of the Challenger 601: 8/819
Astra: The idea becomes a reality – *M. Grangier:* 8/863
The Commander Fanjet 1500: Faith in one engine – *M. Grangier:* 8/864
Partenavia: survival off the beathen path – *M. Grangier:* 8/866
Rockwell sells Sabreliner interests: 9/909
General Aviation goes digital: Many advantages, but some problems – *P. Condom:* 9/929
General Aviation in the USA: The end of the tunnel at last? – *M. Grangier:* 9/936
Leading data on the main business jets and turboprops – 9/940
Business aviation maintenance in Western Europe: List of major centres – *M. Grangier:* 9/940
Not so near the end of the tunnel?: 10/1020
Citation III gets weight increase: We check the results – *M. Lambert, M. Grangier:* 10/1073
The NBAA show: The recession recedes... – *M. Grangier:* 11/1161
The corporate cockpit: What's around the corner in business aircraft avionics? – *C. Bulloch:* 11/1213
Robertson converts the O-2 for new roles – *B. Sweetman:* 11/1216
OMAC-1 and Interceptor-400: the new turboprop singles: 12/1260
Business turboprop sales to recover in 1985? 12/1261
Cessna Caravan I – rethinking the utility aircraft – *M. Grangier:* 12/1319
Pusher Turboprops for business aircraft – a passing fashion or future standard? – *M. Grangier:* 12/1321
Diamond I: Mitsubishi stresses the US connection – *M. Grangier:* 12/1325

AIRPORTS

London's Stolport: a bold idea facing major obstacles – *B. Rek:* 5/504
The new LAX prepares for 1984 – *B. Sweetman:* 7/724
Slippery runways – Searching for a consensus – *D. Woolley:* 7/728
Is the FAA spending enough on airports? Interavia talks to the FAA's William Shea: 7/790
MLS: The bids go in – *C. Bulloch:* 8/854
Airport planners tackle capacity problems – *D. Woolley:* 9/925
Squeeze on Paris Airports' commercial income: 10/1016
Inter Airport '83: A new showplace for an innovative industry – *D. Woolley:* 11/1223

AIR TRAFFIC CONTROL

Matching supply and demand: Europe moves cautiously towards ATC flow management – *D. Boyle:* 10/1063

MILITARY AVIATION

The Roland/Stinger combination: 1/16
HARD: the jam-resistant close-in radar: 1/17
Combat pilot training – *P. Condom, B. Wanstall:* 1/55
Tornado reaches German Navy – *B. Wanstall:* 1/60
Pick your partners for a combat aircraft for the 90s: 1/84
Rough ride for MX and Pershing in US Congress: 2/103
First ALCM-equipped squadron now operational: 2/104
An Indian light combat aircraft?: 2/105
Closing NATO's back door – *B. Wanstall:* 2/125
Hellfire: the night and bad weather missile – *J.P. Geddes:* 2/128
Penguin Mk3: The thinking man's anti-ship missile – *M. Lambert:* 2/130
To lessons learned – £1,000 million – *D. Wood:* 2/132
Pershing II and MX: another try for funding: 3/194
Sweden's 1983/1984 defence budget proposals: 3/194
US FY 1984 defence budget proposals – some savings: 3/195
The explosive seat issue: 3/197
Now is the time for new fighters – *M. Lambert:* 3/207
Good for thirty years? The US Air Force's future trainer – *B. Wanstall:* 3/227
VTXTS program takes shape – *B. Rek:* 3/230
Military trainers: A wide range with a single aim – *M. Grangier:* 3/231
The world's principal light military training aircraft: 3/232
ALARM faces up to HARM: 4/284
JOINT STARS rising?: 4/285
Putting the 'G' in simulation: 4/286
Battlefield surveillance RPVs bring it 'live' – *B. Wanstall:* 4/343
JVX program: still a lot of questions – *R. Lopez:* 4/348
Soviet military power – 1983: 5/405
Vought's headless tankbuster: 5/405
A European helicopter sight for the US RDF?: 5/406
Apache on the war path: The Hughes AH-64 in production at last – *M. Lambert:* 5/436
AM-X: the export challenger with a foot in two continents – *B. Wanstall:* 5/447
S.211 – a new concept in trainers? – *M. Grangier:* 5/450
The B-1 gets airborne again – *M. Lambert:* 5/455
Israel to get the 'Young Lion': 6/570
Nike Hercules fading away: 6/570
French military programs 1984-1988: 6/571
Western air defence missiles face the future – *B. Wanstall:* 6/597
The Franco-German attack helicopter: French equipment industry needs a decision soon – *P. Condom:* 6/605
UK and Soviets compete for India's Light Combat Aircraft: 7/698
Air-to-air combat in a plastic dome – *D. Boyle:* 7/742
F-16XL: GD hatches a new Falcon – *B. Sweetman:* 7/747
Air refuelling: 'the force enabler' – *B. Wanstall:* 7/750
JVX: The world's first production tilt-rotor? – *M. Lambert:* 7/755
X-Wing: The best of both worlds? – *M. Lambert:* 7/760
Lavi design takes shape with US assistance: 8/814
Fairchild announces export version of Next Generation Trainer: 8/814
India gears up for MiG-27 production: 8/815
US Air Force studies STOL to beat damaged runways: 8/816
Attacking armour at long ranges: Wasp technology demonstrates pinpoint accuracy – *B. Wanstall, D. Boyle:* 8/825
Frogfoot: a new Shturmovik on trial – *B. Sweetman:* 8/830
Flying the Hughes AH-64 Apache – *M. Lambert:* 8/833
Pave Tiger – the combat drone: 9/903
ALARM preferred to HARM: 9/903
Improving West Germany's air defence: 9/904
Netherlands set to be first Patriot export customer: 9/904
NATO IFF likely to follow US route: 9/905
Pentagon pushing hard with directed energy weapons: 9/907
Milstar: Leading the way to new satellite technology – *D. Boyle:* 9/953
PAH-2, HAP, HAC: will they get under way this time? – *M. Lambert:* 9/961
AEW options increase – *B. Wanstall:* 9/967
LHX: the US Army wants 5,000 – Industry needs the business – *R. Lopez, M. Lambert:* 9/972
Skyfox flight tests begin: 10/1018
US Congress resolves FY84 defence difference: 10/1019
Aeronautica Militare Italiana plans for the 1990s – *B. Wanstall:* 10/1082
Italian Air Force Tornados: the third variant – *B. Wanstall:* 10/1086
AEW Nimrod handover next year: 11/1154
Sea Harrier mid-life update program: 11/1154
F-15s and P-3Cs feature in Japan's defence budget: 11/1155
USAF lease revives flagging fortunes at Beech and Gates: 11/1157
Advanced fighter technology: New experimental aircraft starting to fly – *B. Sweetman:* 11/1197
A turboprop trainer for the RAF? – *B. Wanstall:* 11/1200
Sea Eagle: The 'smart' sea skimmer – *B. Wanstall:* 11/1204
Mission preparation: Electronics to the rescue – *P. Condom:* 11/1234
An AEW force for India? 12/1258
US Air Force reports on Midgetman: 12/1258
French Defence Budget proposals stress nuclear capability: 12/1259
French arms exports fall: 12/1259
Military air transport – essential, but is it affordable – *M. Lambert:* 12/1291
Attack radars – matching future capabilities to real needs – *D. Boyle:* 12/1297
RAF order launches ALARM – *B. Wanstall:* 12/1302
Rebuilding Egypt's air defences – *M. Lambert:* 12/1305

SPACE

SpaceTran in commercial Titan project: 1/14
NASA "delighted" with Shuttle: 1/15
The geostationary PABX: Business satellite systems proliferate: *C. Bulloch:* 1/67
DBS services to be curbed?: 2/106
TDRSS: mixed-economy venture abandoned: 2/107
Direct-broadcast TV satellites: US goes into business while others experiment – *C. Bulloch, B. Rek:* 2/155
DBS developments in UK, maybe in France: 3/198
FY 1984: NASA "exercises restraint", abandons fifth Orbiter: 3/199
Launchers in disarray: 3/199
SARSAT-COSPAS: Satellite Search-And-Rescue trials presage new international system – *C. Bulloch:* 3/255
CNES still rides high: 4/287
Launcher disarray continues: 4/287
Keep in touch wherever you go: The prospects for satellite mobile communications services – *C. Bulloch:* 4/351
Waiting for 3 June: Interavia questions Frédéric d'Allest, President of Arianespace: 4/380
Space processing "economically viable", given government support: 5/407
Transatlantic bizsats: the action hots up: 5/408
And ESA begat EUMETSAT: 5/409
IRAS and Exosat: Europe maintains its contribution to space science – *C. Bulloch:* 5/463

Inertial Upper Stage : Upgrading a stopgap proves difficult – *J.P. Geddes :* 5/466
Civil rivals to Navstar GPS : 6/573
Eutelsat ready for action : Europe's regional satellite system on brink of operational phase – *C. Bulloch :* 6/609
Leave it up, fetch it later : Shuttle 'free-flyers' first steps to automated space stations – *C. Bulloch :* 7/769
Space Shuttle : in full control : 8/817
Ariane : a much-needed success : 8/817
US DBS merger : 8/817
INSAT tries again : India still putting three eggs in one basket – *C. Bulloch :* 8/869
Ford's big bird – *C. Bulloch :* 8/871
INMARSAT issues RFP for second-generation satellites : 9/906
Milstar : Leading the way to new satellite technology – *D. Boyle :* 9/953
France turns warmer on manned operations : 10/1021
Intelsat threatened with more competition : 10/1021
Spacelab off at last? Brave ambitions, diminishing returns – *C. Bulloch :* 10/1105
Communications satellite prospects : Competition sharpens between the "big three" US builders – *C. Bulloch :* 10/1111
Lockheed lands Shuttle processing contract : 11/1156
Well-padded Intelsat starts business service, as Luxembourg challenges Eutelsat : 11/1156
Spaceflight to 2000 : Interavia looks forward from the present – *C. Bulloch :* 11/1185
Inmarsat steps up pitch for mobile services management : 12/1257
Spacelab : end-November launch : 12/1257
Satellite navigation – the scope for civil systems – *C. Bulloch :* 12/1311
Vertical integration in space telecoms – satellite builders becoming their own customers – *C. Bulloch :* 12/1314

INDUSTRY

From the DC-10 Super 10 to the MD-100 : 1/13
Aerospace Scandinavia – *M. Lambert :* 1/43
Italy's aerospace industry : evolution, not revolution – *M. Grangier :* 2/109
The Spanish aerospace industry : A will to win through co-operation – *P. Condom :* 2/136
Airbus sales : differing points of view : 3/197
The explosive seat issue : 3/197
Top-level changes at MBB : 3/202
Douglas bounces back – *B. Rek :* 3/220
Boeing offers 767-300 for 1986 delivery : 4/283
Maintenance of large engines : CF6s for the Airbus A310 – *D. Seidl :* 4/305
The French aerospace industry : what price maturity? : 4/325
Civil slump hits BAe profit : 5/403
Super 83 launched with Alaska Airlines order : 5/404
Jetstream 31 sales make steady progress : 5/410
Exports and technology transfer – *P. Condom :* 5/423
The helicopter industry must change its ways – *M. Lambert :* 5/523
The Canadian aerospace industry – *P. Condom :* 6/617
What next for Pilatus : *M. Grangier :* 6/647
The major US airframe manufacturers – financial strength to survive the economic cycles : 6/656
HLH to be revived for testing? : 7/697
Aérospatiale profitable, but... : 7/697
The new supercommuters prepare to attack the US market : 7/717
Aérospatiale announces new high-power army Dauphin : 8/812
Airbus trims A320 size and weight : 8/812
Lithium alloys versus carbon composites : 8/813
Boeing Vertol's all-composite helicopter – *M. Lambert :* 8/837
MLS : The bids go in – *C. Bulloch :* 8/854
Romania's rejuvenated aircraft industry : An on-the-spot report – *B. Rek :* 8/859
Aeritalia and international co-operation : Or how not to be the fifth wheel – *M. Grangier :* 8/873
Brasilia makes its debut : 9/902
LHX : the US Army wants 5,000 : Industry needs the business – *R. Lopez, M. Lambert :* 9/972
Embraer is confident about its future : Chairman Ozires Silva talks to Interavia : 9/997
Spain to build helicopters? : 10/1020
Aerospace Japan : growing capabilities despite constraints –*P. Rubin :* 10/1093
Widebody trijets : Have they a future? – *P. Condom :* 10/1117
Sharing a captive market : The CASA Nurtanio CN-235 starts its flight test program – *M. Lambert :* 10/1122
KLM order launches 747 retrofit program : 11/1153
The two-man crew : How far can it go – *M. Lambert :* 11/1177
Advanced fighter technology : New experimental aircraft starting to fly – *B. Sweetman :* 11/97
Airbus Industrie's second-hand strategy : 12/1256
Engine consortium clears major hurdle : 12/1256
The civil big-fan battle – engine manufacturers sharpen their weapons – *B. Sweetman; P. Condom :* 12/1267
Singapore : a healthy climate for the aerospace industry – *B. Rek :* 12/1274
Soko : linchpin of Yugoslavia's aircraft industry – *B. Wanstall :* 12/1285
The Airbus A320 : "deciding not to stop" – *P. Condom :* 12/1324

TECHNOLOGY

Will technology make the helicopter competitive? – *P. Condom :* 2/119
Fibre optics : a promising technology, but avionics are a minor market – *P. Condom :* 2/172
US aviation research policy changes : 2/174
Active control Jaguar moves towards instability : 3/196
The special world of the minature turbojet – *P. Condom :* 3/263
Putting in 'G' in simulation : 4/286
Repairing composite structures – *C. Bulloch :* 4/317
Airliner design : evolution not revolution. Boeing's Bill Clay talks to Interavia : 5/536
The future of the manned aircraft – *M. Lambert :* 6/581
Airliner propellers : Metals yield to composites – *B. Rek :* 6/672
Simulation which simulates less – *D. Boyle :* 7/736
Air-to-air combat in a plastic dome – *D. Boyle :* 7/742
JVX : The World's first production tilt-rotor? – *M. Lambert :* 7/755
X-Wing : The best of both worlds? – *M. Lambert :* 7/760
Boeing Vertol's all-composite helicopter – *M. Lambert :* 8/837
Multiplex data buses : How standard can they be? – *P. Condom :* 8/882
General aviation goes digital : Many advantages, but some problems – *P. Condom :* 9/929
PAVE PILLAR : a new road to avionics reliability – *D. Boyle :* 9/978
Electrically-actuated controls : Will Power-By-Wire follow Fly-By-Wire? – *C. Bulloch :* 10/1135
The two-man crew : How far can it go? – *M. Lambert :* 11/1177
Advanced fighter technology : New experimental aircraft starting to fly – *B. Sweetman :* 11/1197
Radial-ply aircraft tyres : the long-awaited revolution – *P. Condom :* 12/1333

ENGINES

Rolls-Royce : civil projects despite the recession : 1/14
Pratt & Whitney bids to dominate 25-tonne market with PW4000 : 2/102
The special world of the miniature turbojet – *P. Condom :* 3/263
New technology engine consortium makes progress : 4/281
Rolls launches Tay aboard Gulfstream IV : 4/283
Maintenance of large engines : CF6s for the Airbus A310 – *D. Seidl :* 4/305
China gets CFM56 – but mustn't touch it : 5/403
Rolls-Royce announces RB211-600 : 6/569
Alfa Romeo Avio : Beyond the AR 318 – *M. Grangier :* 9/983
MTU Maintenance breaks into the engine overhaul market – *D. Seidl :* 9/985
Power for turboprops and helicopters : The pace of change is faster than it seems – *P. Condom :* 11/1209
The civil-fan battle – engine manufacturers sharpen their weapons – *B. Sweetman, P. Condom :* 12/1267

ELECTRONICS

VLSI is coming – The next generation of silicon integrated circuits – *D. Boyle* 1/63
Automatic voice recognition : A new form of pilot-system interaction – *P. Condom* 1/82
Civil airborne weather radars : Ingenuity increasing, sales holding up – *C. Bulloch :* 3/222
General aviation avionics : Why spend more? – *P. Condom :* 3/251
Falcons with new feathers – *M. Lambert :* 4/356
Long-range navigation systems – Interavia lists current inertial, Loran-C and Omega/VLF equipment on the market : 5/512
Color CRT instrumentation : The second round – *P. Condom :* 7/788
Multiplex data buses : How standard can they be? – *P. Condom :* 8/882
PAVE PILLAR : a new road to avionics reliability – *D. Boyle :* 9/978
General aviation goes digital : many advantages, but some problems – *P. Condom :* 9/929
The corporate cockpit : What's around the corner in business aircraft avionics? – *C. Bulloch :* 11/1213
New digital data links for airline communications – *C. Bulloch :* 12/1277
Attack radars – matching future capabilities to real needs – *D. Boyle :* 12/1297

INTERNATIONAL CONFERENCES AND EXHIBITIONS

International Meetings and Conferences : 1/20, 2/108, 3/202, 4/290, 5/412, 6/574, 8/820, 9/910, 10/1022, 11/1158, 12/1262
US regionals resume double-figure growth – *B. Rek :* 1/23
IATA AGM aftermath : There's more to doctoring than diagnosing – *P. Condom :* 1/76
Hard times, but some hope for the helicopter men – *M. Lambert :* 4/297
African airline co-operation growing : 6/566
Arab airlines gain strength through co-operation – *A. Vandyk :* 6/634
Airmec 83 – *D. Woolley, D. Seidl :* 6/661
RAA Spring meeting : optimism abounds : 7/694
Le Bourget 1983 : Space comes to Paris : 7/705
The NBAA show : The recession recedes... – *M. Grangier :* 11/1161
Inter Airport '83 : A new showplace for an innovative industry – *D. Woolley :* 11/1223
IATA AGM : political discord and signs of recovery : 12/1254

DATA TABLES

World scheduled revenue traffic : 1978-1982 : 3/192
Turnover of the six main US constructors of general aviation aircraft : 1978-1982 : 3/200

GAMA: aircraft deliveries in 1982: 3/200
Commercial airborne weather radars on the market: 3/224
The world's principal light military training aircraft: 3/232
Jet airliner order and delivery record 1982: 4/282
Long-range navigation systems – Interavia lists current inertial, Loran-C and Omega/VLF equipment on the market: 5/512
Leading data on the main business jets and turboprops – 9/940
Business aviation maintenance in Western Europe: List of major centres – *M. Grangier*: 9/940
The world's major airlines: 10/1041

REGULAR FEATURES

Editorials:
US changes course on aeronautics research: 1/9
Imbalance: 2/97
European law and the facts of life: 3/189
The true cost of space programs: 4/277
Time for a "European Eximbank": 5/399
A half-century of aerospace and defences journalism – Interavia 1933 to 1983: 6/553
Air Combat Industrie: 7/691
The value of offsets: 8/807
Star Wars becoming science fact: 9/897
Crisis of Confidence: 10/1013
Sakhalin waypoint: 11/1149
Who will launch the next airliner generations? 12/1251
Our correspondents report: 1/11, 2/99, 3/191, 4/279, 5/401, 6/565, 7/693, 8/809, 9/899, 10/1015, 11/1151, 12/1253
The World of Aerospace: 1/11, 2/99, 3/191, 4/279, 5/401, 6/565, 7/693, 8/809, 9/899, 10/1015, 11/1151, 12/1253
Letters to the Editor: 5/409, 10/1022
People: 1/20, 2/108, 2/202, 4/290, 5/412, 6/574, 7/700, 8/820, 9/910, 10/1022, 11/1158
Books received: 1/20, 2/108, 5/412, 11/1158
Technology, Products, Markets: 1/77, 2/167, 3/259, 4/375, 5/531, 6/665, 7/781, 8/877, 9/990, 10/1029, 11/1229, 12/1327

AUTHORS

Boyle, Dan
VLSI is coming – The next generation of silicon integrated circuits: 1/63
Simulation which simulates less: 7/736
Air-to-air combat in a plastic dome: 7/742
Attacking armour at long ranges: Wasp technology demonstrates pinpoint accuracy: 8/825
Milstar: Leading the way to new satellite technology: 9/953
PAVE PILLAR: a new road to avionics reliability: 9/978
Matching supply and demand. Europe moves cautiously towards ATC flow management: 10/1063
Attack radars – matching future capabilities to real needs: 12/1297
Bulloch, Chris
The geostationary PABX: Business satellite systems proliferate: 1/67
Direct-broadcast TV satellites: US goes into business while other experiment: 2/155
Civil airborne weather radars: Ingenuity increasing, sales holding up: 3/222
SARSAT-COSPAS: Satellite Search-And-Rescue trials presage new international system: 3/255
Repairing composite structures: 4/317
Keep in touch wherever you go: The prospects for satellite mobile communications services: 4/351
IRAS and Exosat: Europe maintains its contribution to space science: 5/463
Eutelsat ready for action: Europe's regional satellite system on brink of operational phase: 6/609
Leave it up, fetch it later: Shuttle 'free-flyers' first steps to automated space stations: 7/769
MLS: The bids go in: 8/854
INSAT tries again: India still putting three eggs in one basket: 8/869
Ford's big bird: 8/871
Spacelab off at last? Brave ambitions, diminishing returns: 10/1105
Communications satellite prospects: Competition sharpens between the "big three" US builders: 10/1111
Electrically-actuated controls: Will Power-By-Wire follow Fly-By-Wire?: 10/1135
Spaceflight to 2000: Interavia looks forward from the present: 11/1185
The corporate cockpit: What's around the corner in business aircraft avionics?: 11/1213
Satellite navigation – the scope for civil systems: 12/1311
New digital data links for airline communications: 12/1277
Vertical integration in space telecoms – satellite builders becoming their own customers: 12/1314
Brough, Nick
Marketing in a competitive environment: US carriers try new tricks to attract passengers: 7/775
Condom, Pierre
Combat pilot training: 1/55
IATA AGM aftermath: There's more to doctoring than diagnosing: 1/76
Automatic voice recognition: A new form of pilot-system interaction: 1/82
Will technology make the helicopter competitive: 2/119
The Spanish aerospace industry: A will to win through co-operation: 2/136
Fibre optics: a promising technology, but avionics are a minor market: 2/172
General aviation avionics: Why spend more?: 3/251
The special world of the minature turbojet: 3/263
Export and technology transfer: 5/423
Operating a regional airline in France: Air Littoral's success story: 5/496
The Franco-German attack helicopter: French equipment industry needs a decision soon: 6/605
The Canadian aerospace industry: 6/617
Color CRT instrumentation: The second round: 7/788
Multiplex data buses: How standard can they be?: 8/882
General Aviation goes digital: Many advantages, but some problems: 9/929
Widebody trijets: Have they a future?: 10/1117
Power for turboprops and helicopters: The pace of change is faster than it seems: 11/1209
Mission preparation: Electronics to the rescue: 11/1234
The civil big-fan battle – engine manufacturers sharpen their weapons: 12/1267
Radial-ply aircraft tyres: the long-awaited revolution: 12/1333
The Airbus A320: "deciding not to stop": 12/1334
Gaddes, Philip
Hellfire: the night and bad weather missile: 2/128
Inertial Upper Stage: Upgrading a stop-gap proves difficult: 5/466
Grangier, Marc
Even better than a horse: ERA's helicopters in Alaska: 1/36
Business aircraft: making them last: 1/38
Italy's aerospace industry: evolution, not revolution: 2/109
Learjet or A300: which is cheaper for what journey?: 2/160
Military trainers: A wide range with a single aim: 3/231
Business aviation in Europe: Surviving in spite of everything: 3/239
A short look at the Longhorn: Learjet 55 operating analysis: 3/244
The MEDEVAC market: situation stationary: 4/371
S.211 – a new concept in trainers?: 5/450
Challenger, Falcon 50 or Gulfstream III: A difficult choice: 5/471
What next for Pilatus: 6/647
The multi-role SF.600TP Canguro: 6/652
BAe's 125-800, the best possible compromise: 7/763
Astra: The idea becomes a reality: 8/863
The Commander Fanjet 1500: Faith in one engine: 8/864
Partenavia: survival off the beaten path: 8/866
Aeritalia and international co-operation: Or how not to be the fifth wheel: 8/873
General Aviation in the USA: The end of the tunnel at last?: 9/936
Business aviation maintenance in Western Europe: List of major centres: 9/940
Alfa Romeo Avio: Beyond the AR 318: 9/983
Citation III gets weight increase: We check the results: 10/1073
The NBAA show: The recession recedes...: 11/1161
Cessna Caravan 1 – rethinking the utility aircraft: 12/1319
Pusher turboprops for business aircraft – a passing fashion or future standard? 12/1321
Diamond I: Mitsubishi stresses the US connection: 12/1325
Lambert, Mark
Mitsubishi Diamond 1: An operational assessment: 1/31
Aerospace Scandinavia: 1/43
Riding the Tiger: an evaluation of Bristow's new helicopter: 2/113
Are there any airline helicopters yet?: 2/117
Penguin Mk3: The thinking man's anti-ship missile: 2/130
Now is the time for new fighters: 3/207
A short look at the Longhorn: Learjet 55 operating analysis: 3/244
Hard times, but some hope for the helicopter men: 4/297
Falcons with new feathers: 4/356
Here comes the Bell TwinRanger: 5/426
Apache on the war path: The Hughes AH-64 in production at last: 5/436
The B-1 gets airborne again: 5/455
The helicopter industry must change its ways: 5/523
Robinson R22: the very personal helicopter: 6/641
The future of the manned aircraft: 6/581
JVX: The World's first production tilt-rotor?: 7/755
X-Wing: The best of both worlds?: 7/760
Flying the Hughes AH-64 Apache: 8/833
Boeing Vertol's all-composite helicopter: 8/837
PAH-2, HAP, HAC: will they get under way this time?: 9/961
LHX: the US Army wants 5,000 – Industry needs the business: 9/972
Sharing a captive market: The CASA-Nurtanio CN-235 starts its flight test program: 10/1122
The two-man crew: How far can it go: 11/1177
Military air transport – essential, but is it affordable? 12/1291
Rebuilding Egypt's air defences: 12/1305
Lopez, Ramon
JVX program – still a lot of questions: 4/348
LHX: the US Army wants 5,000 – Industry needs the business: 9/972
Regional airlines: Growth is not without problems: 11/1165
FAA works on aircraft fire problem: 11/1220
Mama, Hormuz P.
Smooth as silk on the royal orchid route: Thai International's profitable recipe: 5/491
Rek, Bron
US regionals resume double-figure growth: 1/23
757 into service: Boeing's new narrow-body starts to pay its way: 1/71
Making short-haul operations pay: 2/146
Selling secondhand airliners in a glutted market: 2/150
Direct-broadcast TV satellites: US goes into business while others experiment: 2/155
United's cost-cutting newcomers: 3/219
Douglas bounces back: 3/220
VTXTS program takes shape: 3/230
Airliner propellers: Metals yield to composites: 6/672
Romania's rejuvenated aircraft industry: An on-the-spot report: 8/859
Singapore Airlines poised for renewed growth: 12/1274
Singapore: a healthy climate for the aerospace industry: 12/1279
Rubin, Paul
Aerospace Japan: growing capabilities despite constraints: 10/1093
Seidl, Dietrich
A new widebody for Lufthansa and Swissair: The Airbus A310 enters service: 3/217
Maintenance of large engines: CF6s for the Airbus A310: 4/305
Airmec 83: 6/661
MTU Maintenance breaks into the engine overhaul market: 9/985
Sweetman, Bill
New times adapt to Northwest: 4/360
The new LAX prepares for 1984: 7/724
F-16XL: GD hatches a new Falcon: 7/747
Frogfoot: a new Shturmovik on trial: 8/830
Advanced fighter technology: New experimental aircraft starting to fly: 11/1197
Robertson converts the O-2 for new roles: 11/1216
The civil big-fan bottle – engine manufacturers sharpen their weapons: 12/1267
Vandyk, Anthony
Nigeria Airways: Striving to meet the needs of Africa's most populous nation: 2/148
Yemenia: Opening up Arabia's exotic corner: 4/362
Arab airlines gain strength through co-operation: 6/634
Airliner financing: the experts discuss the trends: 8/850
Wanstall, Brian
Combat pilot training: 1/55
Tornado reaches German Navy: 1/60
Closing NATO's back door: 2/125
The multi-role autogyro: a workhorse not a film star: 3/213
Good for thirty years? The US Air Force's future trainer: 3/227
Battlefield surveillance RPVs bring it 'live': 4/343
AM-X: the export challenger with a foot in two continents: 5/447
Western air defence missiles face the future: 6/597
Air Refuelling: 'the force enabler': 7/750
Attacking armour at long ranges: Wasp technology demonstrates pinpoint accuracy: 8/825
AEW options increase: 9/967
Aeronautica Militare Italiana plans for the 1990s: 10/1082
Italian Air Force Tornados: the third variant: 10/1086
A turboprop trainer for the RAF?: 11/1200
Sea Eagle: The 'smart' sea skimmer: 11/1204
Soko: linchpin of Yugoslavia's aircraft industry: 12/1285
RAF order launches ALARM: 12/1302
Wood, Derek
To lessons learned – £1,000 million: 2/132
Woolley, David
Commuters and the big airlines – A symbiotic relationship: 6/629
Airmec 83: 6/661
Slippery runways: Searching for a consensus: 7/728
Noise: The deadline approaches: 8/843
The 146 makes is quiet debut: 8/856
Civil aviation in Africa: Struggling against major disadvantages: 9/917
Airport planners tackle capacity problems: 9/925
Airlines fight rising costs: 10/1029
Cabin furnishings: balancing cost, comfort and safety: 10/1067
Regional airlines: growth is not without problems: 11/1165
Regional airline finance: the importance of equity capital: 11/1173
Inter Airport '83: A new showplace for an innovative industry: 11/1223
Airport charges – are the airlines paying too much? 12/1273

INTERAVIA

Aerospace Review

INDEX FOR 1983

SUBJECT INDEX

AIR TRANSPORT

Airliner purchases: 1/12, 2/100, 3/193, 4/280, 5/402, 8/811, 9/900, 10/1016, 11/1152, 12/1255
El Al: all over: 1/12
French charter operators fight it out: 1/12
Turboprop for Federal Express – decision shortly: 1/18
US regionals resume double-figure growth – *B. Rek:* 1/23
757 into service: Boeing's new narrow-body starts to pay its way – *B. Rek:* 1/71
IATA AGM aftermath: There's more to doctoring than diagnosing – *P. Condom:* 1/76
Life after death for Braniff?: 2/100
Are there any airline helicopters yet? – *M. Lambert:* 2/117
Preparing for sunset: CAB Chairman Dan McKinnon talks to *Interavia*: 2/145
Making short-haul operations pay – *B. Rek:* 2/146
Nigeria Airways: Striving to meet the needs of Africa's most populous nation – *A. Vandyk:* 2/148
Selling secondhand airliners in a glutted market – *B. Rek:* 2/150
Learjet or A300: which is cheaper for what journey? – *M. Grangier:* 2/160
Air France – also in the red: 3/192
World scheduled revenue traffic: 1978-1982: 3/192
El Al flies into uncertain future: 3/193
A new widebody for Lufthansa and Swissair: The Airbus A310 enters service – *P. Condom, D. Seidl:* 3/217
United's cost-cutting newcomers – *B. Rek:* 3/219
Fatal blow for Braniff/PSA deal?: 4/280
Airbus expands capabilities of the A310 and A300-600: 4/281
New technology engine consortium makes progress: 4/280
New times adapt to Northwest – *B. Sweetman:* 4/360
Yemenia: Opening up Arabia's exotic corner – *A. Vandyk:* 4/362
The airline business "isn't just flying airplanes". United's McBride takes the long-term view: 4/364
Transatlantic fares: international row brews: 5/402
Swissair launches the A310-300: 5/403
Smooth as silk on the royal orchid route: Thai International's profitable recipe – *H.P. Mama:* 5/491
Operating a regional airline in France: Air Littoral's success story – *P. Condom:* 5/496
Airliner design: evolution not revolution: Boeing's Bill Clay talks to *Interavia:* 5/536
African airline co-operation growing: 6/566
Charges dispute settled: 6/567
Twins over water: 6/567
Athens crash: 6/568
Commuters and the big airlines – A symbiotic relationship – *D. Woolley:* 6/629
Arab airlines gain strength through co-operation – *A. Vandyk:* 6/634
Airmec 83 – *D. Woolley, D. Seidl:* 6/661
RAA Spring meeting: optimism abounds: 7/694
New service for Airspur: 7/695
Warsaw Convention limitations: 7/695
British Airways turnaround: 7/696
Slippery runways: Searching for a consensus – *D. Woolley:* 7/728
Marketing in a competitive environment: US carriers try new tricks to attract passengers – *N. Brough:* 7/775
Growth but no profit for US carriers this year?: 8/810
Third World projects funded: 8/810
New life for Heathrow helicopter link?: 8/810
American chooses the Super 80 again: 8/811
Noise: The deadline approaches – *D. Woolley:* 8/843
Airliner financing: the experts discuss the trends – *A. Vandyk:* 8/850
The 146 makes its quiet debut – *D. Woolley:* 8/856
US traffic up but losses continue: 9/900
Another new structure for British Airways: 9/900
UK airlines win appeal against Laker liquidator: 9/901
Two aircraft, one type rating: 9/901
Civil aviation in Africa: Struggling against major disadvantages – *D. Woolley:* 9/917
Small packages dominate US freight shipments: 10/1016
ICAO forecasts lower growth up to 1992: 10/1016
French Concorde operation more secure: 10/1017
Airlines fight rising costs – *D. Woolley:* 10/1029
The US majors: surviving but not prospering: 10/1038
The world's major airlines: 10/1041
Cabin furnishings: balancing cost, comfort and safety – *D. Woolley:* 10/1067
Widebody trijets: Have they a future? – *P. Condom:* 10/1117
Bankruptcy – the new management weapon: 11/1152
Regional cirlines: Growth is not without problems – *D. Woolley, R. Lopez:* 11/1165
Regional airline finance: the importance of equity capital – *D. Woolley:* 11/1173
The two-man crew: How far can it go? – *M. Lambert:* 11/1177
FAA works on aircraft fire problem – *R. Lopez:* 11/1220
IATA AGM: political discord and signs of recovery: 12/1254
BCal to market One-Eleven update kits: 12/1255
ICAO plans meeting on violence: 12/1255
Airport charges – are the airlines paying too much? – *D. Woolley:* 12/1273
Singapore Airlines poised for renewed growth – *B. Rek:* 12/1274
New digital data links for airline communications – *C. Bulloch:* 12/1277

GENERAL AVIATION

Waiting for the Pulsar: 1/18
Piper: handling the crisis a different way: 1/19
Mitsubishi Diamond 1: An operational assessment – *M. Lambert:* 1/31
Even better than a horse: ERA's helicopters in Alaska – *M. Grangier:* 1/35
Business aircraft: making them last – *M. Grangier:* 1/38
Cessna Caravan: a new single-turboprop utility aircraft: 2/101
Riding the Tiger: an evaluation of Bristow's new helicopter – *M. Lambert:* 2/113
Are there any airline helicopters yet? – *M. Lambert:* 2/117
Will technology make the helicopter competitive? – *P. Condom:* 2/119
Learjet or A300: which is cheaper for what journey? – *M. Grangier:* 2/160
Crisis in General Aviation: 3/200
A new business jet: 3/201
Agricultural aircraft production at Schweizer: 3/201
The multi-role autogyro: a workhorse not a film star – *B. Wanstall:* 3/213
Helicopters in Newfoundland – helping regional development: 3/235
Business aviation in Europe: Surviving in spite of everything – *M. Grangier:* 3/239
A short look at the Longhorn: Learjet 55 operating analysis – *M. Lambert, M. Grangier:* 3/244
General aviation avionics: Why spend more? – *P. Condom:* 3/251
Rolls launches Tay aboard Gulfstream IV: 4/283
The AVTEK 400: a competitor for the Lear Fan 2100?: 4/288
Soloy hopes to re-engine Cessna 206/207: 4/289
The Parmentier Report: a pious hope, or the basis for a new policy?: 4/289
Hard times, but some hope for the helicopter men – *M. Lambert:* 4/297
Falcons with new feathers – *M. Lambert:* 4/356
The MEDEVAC market: situation stationary – *M. Grangier:* 4/371
Gates Learjet faces up to the recession: 5/410
Rescue and medevac in Switzerland: REGA revamps its fleet: 5/411
Here comes the Bell TwinRanger – *M. Lambert:* 5/426

Challenger, Falcon 50 or Gulfstream III: A difficult choice – *M. Grangier:* 5/471
The helicopter industry must change its ways – *M. Lambert:* 5/523
HS125 – the next step: 6/569
Can the Falcon 20 compete with the Falcon 200? – 6/572
Robinson R22: the very personal helicopter – *M. Lambert:* 6/641
What next for Pilatus – *M. Grangier:* 6/647
The multi-role SF.600TP Canguro – *M. Grangier:* 6/652
Aérospatiale delivers the 1,000 Ecureuil: 7/699
BAe's 125-800, the best possible compromise – *M. Grangier:* 7/763
Learjet 55LR shows long legs: 8/818
True cost of Challenger program revealed: 8/819
Performance of the Challenger 601: 8/819
Astra: The idea becomes a reality – *M. Grangier:* 8/863
The Commander Fanjet 1500: Faith in one engine – *M. Grangier:* 8/864
Partenavia: survival off the beathen path – *M. Grangier:* 8/866
Rockwell sells Sabreliner interests: 9/909
General Aviation goes digital: Many advantages, but some problems – *P. Condom:* 9/929
General Aviation in the USA: The end of the tunnel at last? – *M. Grangier:* 9/936
Leading data on the main business jets and turboprops – 9/940
Business aviation maintenance in Western Europe: List of major centres – *M. Grangier:* 9/940
Not so near the end of the tunnel?: 10/1020
Citation III gets weight increase: We check the results – *M. Lambert, M. Grangier:* 10/1073
The NBAA show: The recession recedes... – *M. Grangier:* 11/1161
The corporate cockpit: What's around the corner in business aircraft avionics? – *C. Bulloch:* 11/1213
Robertson converts the O-2 for new roles – *B. Sweetman:* 11/1216
OMAC-1 and Interceptor-400: the new turboprop singles: 12/1260
Business turboprop sales to recover in 1985? 12/1261
Cessna Caravan I – rethinking the utility aircraft – *M. Grangier:* 12/1319
Pusher Turboprops for business aircraft – a passing fashion or future standard? – *M. Grangier:* 12/1321
Diamond I: Mitsubishi stresses the US connection – *M. Grangier:* 12/1325

AIRPORTS

London's Stolport: a bold idea facing major obstacles – *B. Rek:* 5/504
The new LAX prepares for 1984 – *B. Sweetman:* 7/724
Slippery runways – Searching for a consensus – *D. Woolley:* 7/728
Is the FAA spending enough on airports? Interavia talks to the FAA's William Shea: 7/790
MLS: The bids go in – *C. Bulloch:* 8/854
Airport planners tackle capacity problems – *D. Woolley:* 9/925
Squeeze on Paris Airports' commercial income: 10/1016
Inter Airport '83: A new showplace for an innovative industry – *D. Woolley:* 11/1223

AIR TRAFFIC CONTROL

Matching supply and demand: Europe moves cautiously towards ATC flow management – *D. Boyle:* 10/1063

MILITARY AVIATION

The Roland/Stinger combination: 1/16
HARD: the jam-resistant close-in radar: 1/17
Combat pilot training – *P. Condom, B. Wanstall:* 1/55
Tornado reaches German Navy – *B. Wanstall:* 1/60
Pick your partners for a combat aircraft for the 90s: 1/84
Rough ride for MX and Pershing in US Congress: 2/103
First ALCM-equipped squadron now operational: 2/104
An Indian light combat aircraft?: 2/105
Closing NATO's back door – *B. Wanstall:* 2/125
Hellfire: the night and bad weather missile – *J.P. Geddes:* 2/128
Penguin Mk3: The thinking man's anti-ship missile – *M. Lambert:* 2/130
To lessons learned – £1,000 million – *D. Wood:* 2/132
Pershing II and MX: another try for funding: 3/194
Sweden's 1983/1984 defence budget proposals: 3/194
US FY 1984 defence budget proposals – some savings: 3/195
The explosive seat issue: 3/197
Now is the time for new fighters – *M. Lambert:* 3/207
Good for thirty years? The US Air Force's future trainer – *B. Wanstall:* 3/227
VTXTS program takes shape – *B. Rek:* 3/230
Military trainers: A wide range with a single aim – *M. Grangier:* 3/231
The world's principal light military training aircraft: 3/232
ALARM faces up to HARM: 4/284
JOINT STARS rising?: 4/285
Putting the 'G' in simulation: 4/286
Battlefield surveillance RPVs bring it 'live' – *B. Wanstall:* 4/343
JVX program: still a lot of questions – *R. Lopez:* 4/348
Soviet military power – 1983: 5/405
Vought's headless tankbuster: 5/405
A European helicopter sight for the US RDF?: 5/406
Apache on the war path: The Hughes AH-64 in production at last – *M. Lambert:* 5/436
AM-X: the export challenger with a foot in two continents – *B. Wanstall:* 5/447
S.211 – a new concept in trainers? – *M. Grangier:* 5/450
The B-1 gets airborne again – *M. Lambert:* 5/455
Israel to get the 'Young Lion': 6/570
Nike Hercules fading away: 6/570
French military programs 1984-1988: 6/571
Western air defence missiles face the future – *B. Wanstall:* 6/597
The Franco-German attack helicopter: French equipment industry needs a decision soon – *P. Condom:* 6/605
UK and Soviets compete for India's Light Combat Aircraft: 7/698
Air-to-air combat in a plastic dome – *D. Boyle:* 7/742
F-16XL: GD hatches a new Falcon – *B. Sweetman:* 7/747
Air refuelling: 'the force enabler' – *B. Wanstall:* 7/750
JVX: The world's first production tilt-rotor? – *M. Lambert:* 7/755
X-Wing: The best of both worlds? – *M. Lambert:* 7/760
Lavi design takes shape with US assistance: 8/814
Fairchild announces export version of Next Generation Trainer: 8/814
India gears up for MiG-27 production: 8/815
US Air Force studies STOL to beat damaged runways: 8/816
Attacking armour at long ranges: Wasp technology demonstrates pinpoint accuracy – *B. Wanstall, D. Boyle:* 8/825
Frogfoot: a new Shturmovik on trial – *B. Sweetman:* 8/830
Flying the Hughes AH-64 Apache – *M. Lambert:* 8/833
Pave Tiger – the combat drone: 9/903
ALARM preferred to HARM: 9/903
Improving West Germany's air defence: 9/904
Netherlands set to be first Patriot export customer: 9/904
NATO IFF likely to follow US route: 9/905
Pentagon pushing hard with directed energy weapons: 9/907
Milstar: Leading the way to new satellite technology – *D. Boyle:* 9/953
PAH-2, HAP, HAC: will they get under way this time? – *M. Lambert:* 9/961
AEW options increase – *B. Wanstall:* 9/967
LHX: the US Army wants 5,000 – Industry needs the business – *R. Lopez, M. Lambert:* 9/972
Skyfox flight tests begin: 10/1018
US Congress resolves FY84 defence difference: 10/1019
Aeronautica Militare Italiana plans for the 1990s – *B. Wanstall:* 10/1082
Italian Air Force Tornados: the third variant – *B. Wanstall:* 10/1086
AEW Nimrod handover next year: 11/1154
Sea Harrier mid-life update program: 11/1154
F-15s and P-3Cs feature in Japan's defence budget: 11/1155
USAF lease revives flagging fortunes at Beech and Gates: 11/1157
Advanced fighter technology: New experimental aircraft starting to fly – *B. Sweetman:* 11/1197
A turboprop trainer for the RAF? – *B. Wanstall:* 11/1200
Sea Eagle: The 'smart' sea skimmer – *B. Wanstall:* 11/1204
Mission preparation: Electronics to the rescue – *P. Condom:* 11/1234
An AEW force for India? 12/1258
US Air Force reports on Midgetman: 12/1258
French Defence Budget proposals stress nuclear capability: 12/1259
French arms exports fall: 12/1259
Military air transport – essential, but is it affordable – *M. Lambert:* 12/1291
Attack radars – matching future capabilities to real needs – *D. Boyle:* 12/1297
RAF order launches ALARM – *B. Wanstall:* 12/1302
Rebuilding Egypt's air defences – *M. Lambert:* 12/1305

SPACE

SpaceTran in commercial Titan project: 1/14
NASA "delighted" with Shuttle: 1/15
The geostationary PABX: Business satellite systems proliferate: *C. Bulloch:* 1/67
DBS services to be curbed?: 2/106
TDRSS: mixed-economy venture abandoned: 2/107
Direct-broadcast TV satellites: US goes into business while others experiment – *C. Bulloch, B. Rek:* 2/155
DBS developments in UK, maybe in France: 3/198
FY 1984: NASA "exercises restraint", abandons fifth Orbiter: 3/199
Launchers in disarray: 3/199
SARSAT-COSPAS: Satellite Search-And-Rescue trials presage new international system – *C. Bulloch:* 3/255
CNES still rides high: 4/287
Launcher disarray continues: 4/287
Keep in touch wherever you go: The prospects for satellite mobile communications services – *C. Bulloch:* 4/351
Waiting for 3 June: Interavia questions Frédéric d'Allest, President of Arianespace: 4/380
Space processing "economically viable", given government support: 5/407
Transatlantic bizsats: the action hots up: 5/408
And ESA begat EUMETSAT: 5/409
IRAS and Exosat: Europe maintains its contribution to space science – *C. Bulloch:* 5/463

Inertial Upper Stage: Upgrading a stopgap proves difficult – *J.P. Geddes:* 5/466
Civil rivals to Navstar GPS: 6/573
Eutelsat ready for action: Europe's regional satellite system on brink of operational phase – *C. Bulloch:* 6/609
Leave it up, fetch it later: Shuttle 'free-flyers' first steps to automated space stations – *C. Bulloch:* 7/769
Space Shuttle: in full control: 8/817
Ariane: a much-needed success: 8/817
US DBS merger: 8/817
INSAT tries again: India still putting three eggs in one basket – *C. Bulloch:* 8/869
Ford's big bird – *C. Bulloch:* 8/871
INMARSAT issues RFP for second-generation satellites: 9/906
Milstar: Leading the way to new satellite technology – *D. Boyle:* 9/953
France turns warmer on manned operations: 10/1021
Intelsat threatened with more competition: 10/1021
Spacelab off at last? Brave ambitions, diminishing returns – *C. Bulloch:* 10/1105
Communications satellite prospects: Competition sharpens between the "big three" US builders – *C. Bulloch:* 10/1111
Lockheed lands Shuttle processing contract: 11/1156
Well-padded Intelsat starts business service, as Luxembourg challenges Eutelsat: 11/1156
Spaceflight to 2000: Interavia looks forward from the present – *C. Bulloch:* 11/1185
Inmarsat steps up pitch for mobile services management: 12/1257
Spacelab: end-November launch: 12/1257
Satellite navigation – the scope for civil systems – *C. Bulloch:* 12/1311
Vertical integration in space telecoms – satellite builders becoming their own customers – *C. Bulloch:* 12/1314

INDUSTRY

From the DC-10 Super 10 to the MD-100: 1/13
Aerospace Scandinavia – *M. Lambert:* 1/43
Italy's aerospace industry: evolution, not revolution – *M. Grangier:* 2/109
The Spanish aerospace industry: A will to win through co-operation – *P. Condom:* 2/136
Airbus sales: differing points of view: 3/197
The explosive seat issue: 3/197
Top-level changes at MBB: 3/202
Douglas bounces back – *B. Rek:* 3/220
Boeing offers 767-300 for 1986 delivery: 4/283
Maintenance of large engines: CF6s for the Airbus A310 – *D. Seidl:* 4/305
The French aerospace industry: what price maturity?: 4/325
Civil slump hits BAe profit: 5/403
Super 83 launched with Alaska Airlines order: 5/404
Jetstream 31 sales make steady progress: 5/410
Exports and technology transfer – *P. Condom:* 5/423
The helicopter industry must change its ways – *M. Lambert:* 5/523
The Canadian aerospace industry – *P. Condom:* 6/617
What next for Pilatus: *M. Grangier:* 6/647
The major US airframe manufacturers – financial strength to survive the economic cycles: 6/656
HLH to be revived for testing?: 7/697
Aérospatiale profitable, but...: 7/697
The new supercommuters prepare to attack the US market: 7/717
Aérospatiale announces new high-power army Dauphin: 8/812
Airbus trims A320 size and weight: 8/812
Lithium alloys versus carbon composites: 8/813
Boeing Vertol's all-composite helicopter – *M. Lambert:* 8/837
MLS: The bids go in – *C. Bulloch:* 8/854
Romania's rejuvenated aircraft industry: An on-the-spot report – *B. Rek:* 8/859
Aeritalia and international co-operation: Or how not to be the fifth wheel – *M. Grangier:* 8/873
Brasilia makes its debut: 9/902
LHX: the US Army wants 5,000: Industry needs the business – *R. Lopez, M. Lambert:* 9/972
Embraer is confident about its future: Chairman Ozires Silva talks to Interavia: 9/997
Spain to build helicopters?: 10/1020
Aerospace Japan: growing capabilities despite constraints –*P. Rubin:* 10/1093
Widebody trijets: Have they a future? – *P. Condom:* 10/1117
Sharing a captive market: The CASA Nurtanio CN-235 starts its flight test program – *M. Lambert:* 10/1122
KLM order launches 747 retrofit program: 11/1153
The two-man crew: How far can it go – *M. Lambert:* 11/1177
Advanced fighter technology: New experimental aircraft starting to fly – *B. Sweetman:* 11/97
Airbus Industrie's second-hand strategy: 12/1256
Engine consortium clears major hurdle: 12/1256
The civil big-fan battle – engine manufacturers sharpen their weapons – *B. Sweetman; P. Condom:* 12/1267
Singapore: a healthy climate for the aerospace industry – *B. Rek:* 12/1274
Soko: linchpin of Yugoslavia's aircraft industry – *B. Wanstall:* 12/1285
The Airbus A320: "deciding not to stop" – *P. Condom:* 12/1334

TECHNOLOGY

Will technology make the helicopter competitive? – *P. Condom:* 2/119
Fibre optics: a promising technology, but avionics are a minor market – *P. Condom:* 2/172
US aviation research policy changes: 2/174
Active control Jaguar moves towards instability: 3/196
The special world of the minature turbojet – *P. Condom:* 3/263
Putting in 'G' in simulation: 4/286
Repairing composite structures – *C. Bulloch:* 4/317
Airliner design: evolution not revolution. Boeing's Bill Clay talks to Interavia: 5/536
The future of the manned aircraft – *M. Lambert:* 6/581
Airliner propellers: Metals yield to composites – *B. Rek:* 6/672
Simulation which simulates less – *D. Boyle:* 7/736
Air-to-air combat in a plastic dome – *D. Boyle:* 7/742
JVX: The World's first production tilt-rotor? – *M. Lambert:* 7/755
X-Wing: The best of both worlds? – *M. Lambert:* 7/760
Boeing Vertol's all-composite helicopter – *M. Lambert:* 8/837
Multiplex data buses: How standard can they be? – *P. Condom:* 8/882
General aviation goes digital: Many advantages, but some problems – *P. Condom:* 9/929
PAVE PILLAR: a new road to avionics reliability – *D. Boyle:* 9/978
Electrically-actuated controls: Will Power-By-Wire follow Fly-By-Wire? – *C. Bulloch:* 10/1135
The two-man crew: How far can it go? – *M. Lambert:* 11/1177
Advanced fighter technology: New experimental aircraft starting to fly – *B. Sweetman:* 11/1197
Radial-ply aircraft tyres: the long-awaited revolution – *P. Condom:* 12/1333

ENGINES

Rolls-Royce: civil projects despite the recession: 1/14
Pratt & Whitney bids to dominate 25-tonne market with PW4000: 2/102
The special world of the miniature turbojet – *P. Condom:* 3/263
New technology engine consortium makes progress: 4/281
Rolls launches Tay aboard Gulfstream IV: 4/283
Maintenance of large engines: CF6s for the Airbus A310 – *D. Seidl:* 4/305
China gets CFM56 – but mustn't touch it: 5/403
Rolls-Royce announces RB211-600: 6/569
Alfa Romeo Avio: Beyond the AR 318 – *M. Grangier:* 9/983
MTU Maintenance breaks into the engine overhaul market – *D. Seidl:* 9/985
Power for turboprops and helicopters: The pace of change is faster than it seems – *P. Condom:* 11/1209
The civil-fan battle – engine manufacturers sharpen their weapons – *B. Sweetman, P. Condom:* 12/1267

ELECTRONICS

VLSI is coming – The next generation of silicon integrated circuits – *D. Boyle* 1/63
Automatic voice recognition: A new form of pilot-system interaction – *P. Condom* 1/82
Civil airborne weather radars: Ingenuity increasing, sales holding up – *C. Bulloch:* 3/222
General aviation avionics: Why spend more? – *P. Condom:* 3/251
Falcons with new feathers – *M. Lambert:* 4/356
Long-range navigation systems – Interavia lists current inertial, Loran-C and Omega/VLF equipment on the market: 5/512
Color CRT instrumentation: The second round – *P. Condom:* 7/788
Multiplex data buses: How standard can they be? – *P. Condom:* 8/882
PAVE PILLAR: a new road to avionics reliability – *D. Boyle:* 9/978
General aviation goes digital: many advantages, but some problems – *P. Condom:* 9/929
The corporate cockpit: What's around the corner in business aircraft avionics? – *C. Bulloch:* 11/1213
New digital data links for airline communications – *C. Bulloch:* 12/1277
Attack radars – matching future capabilities to real needs – *D. Boyle:* 12/1297

INTERNATIONAL CONFERENCES AND EXHIBITIONS

International Meetings and Conferences: 1/20, 2/108, 3/202, 4/290, 5/412, 6/574, 8/820, 9/910, 10/1022, 11/1158, 12/1262
US regionals resume double-figure growth – *B. Rek:* 1/23
IATA AGM aftermath: There's more to doctoring than diagnosing – *P. Condom:* 1/76
Hard times, but some hope for the helicopter men – *M. Lambert:* 4/297
African airline co-operation growing: 6/566
Arab airlines gain strength through co-operation – *A. Vandyk:* 6/634
Airmec 83 – *D. Woolley, D. Seidl:* 6/661
RAA Spring meeting: optimism abounds: 7/694
Le Bourget 1983: Space comes to Paris: 7/705
The NBAA show: The recession recedes... – *M. Grangier:* 11/1161
Inter Airport '83: A new showplace for an innovative industry – *D. Woolley:* 11/1223
IATA AGM: political discord and signs of recovery: 12/1254

DATA TABLES

World scheduled revenue traffic: 1978-1982: 3/192
Turnover of the six main US constructors of general aviation aircraft: 1978-1982: 3/200

GAMA: aircraft deliveries in 1982: 3/200
Commercial airborne weather radars on the market: 3/224
The world's principal light military training aircraft: 3/232
Jet airliner order and delivery record 1982: 4/282
Long-range navigation systems – Interavia lists current inertial, Loran-C and Omega/VLF equipment on the market: 5/512
Leading data on the main business jets and turboprops – 9/940
Business aviation maintenance in Western Europe: List of major centres – *M. Grangier:* 9/940
The world's major airlines: 10/1041

REGULAR FEATURES

Editorials:
US changes course on aeronautics research: 1/9
Imbalance: 2/97
European law and the facts of life: 3/189
The true cost of space programs: 4/277
Time for a "European Eximbank": 5/399
A half-century of aerospace and defences journalism – Interavia 1933 to 1983: 6/553
Air Combat Industrie: 7/691
The value of offsets: 8/807
Star Wars becoming science fact: 9/897
Crisis of Confidence: 10/1013
Sakhalin waypoint: 11/1149
Who will launch the next airliner generations? 12/1251
Our correspondents report: 1/11, 2/99, 3/191, 4/279, 5/401, 6/565, 7/693, 8/809, 9/899, 10/1015, 11/1151, 12/1253
The World of Aerospace: 1/11, 2/99, 3/191, 4/279, 5/401, 6/565, 7/693, 8/809, 9/899, 10/1015, 11/1151, 12/1253
Letters to the Editor: 5/409, 10/1022
People: 1/20, 2/108, 2/202, 4/290, 5/412, 6/574, 7/700, 8/820, 9/910, 10/1022, 11/1158
Books received: 1/20, 2/108, 5/412, 11/1158
Technology, Products, Markets: 1/77, 2/167, 3/259, 4/375, 5/531, 6/665, 7/781, 8/877, 9/990, 10/1029, 11/1229, 12/1327

AUTHORS

Boyle, Dan
VLSI is coming – The next generation of silicon integrated circuits: 1/63
Simulation which simulates less: 7/736
Air-to-air combat in a plastic dome: 7/742
Attacking armour at long ranges: Wasp technology demonstrates pinpoint accuracy: 8/825
Milstar: Leading the way to new satellite technology: 9/953
PAVE PILLAR: a new road to avioncs reliability: 9/978
Matching supply and demand. Europe moves cautiously towards ATC flow management: 10/1063
Attack radars – matching future capabilities to real needs: 12/1297
Bulloch, Chris
The geostationary PABX: Business satellite systems proliferate: 1/67
Direct-broadcast TV satellites: US goes into business while other experiment: 2/155
Civil airborne weather radars: Ingenuity increasing, sales holding up: 3/222
SARSAT-COSPAS: Satellite Search-And-Rescue trials presage new international system: 3/255
Repairing composite structures: 4/317
Keep in touch wherever you go: The prospects for satellite mobile communications services: 4/351
IRAS and Exosat: Europe maintains its contribution to space science: 5/463
Eutelsat ready for action: Europe's regional satellite system on brink of operational phase: 6/609
Leave it up, fetch it later: Shuttle 'free-flyers' first steps to automated space stations: 7/769
MLS: The bids go in: 8/854
INSAT tries again: India still putting three eggs in one basket: 8/869
Ford's big bird: 8/871
Spacelab off at last? Brave ambitions, diminishing returns: 10/1105
Communications satellite prospects: Competition sharpens between the "big three" US builders: 10/1111
Electrically-actuated controls: Will Power-By-Wire follow Fly-By-Wire?: 10/1135
Spaceflight to 2000: Interavia looks forward from the present: 11/1185
The corporate cockpit: What's around the corner in business aircraft avionics?: 11/1213
Satellite navigation – the scope for civil systems: 12/1311
New digital data links for airline communications: 12/1277
Vertical integration in space telecoms – satellite builders becoming their own customers: 12/1314
Brough, Nick
Marketing in a competitive environment: US carriers try new tricks to attract passengers: 7/775
Condom, Pierre
Combat pilot training: 1/55
IATA AGM aftermath: There's more to doctoring than diagnosing: 1/76
Automatic voice recognition: A new form of pilot-system interaction: 1/82
Will technology make the helicopter competitive: 2/119
The Spanish aerospace industry: A will to win through co-operation: 2/136
Fibre optics: a promising technology, but avionics are a minor market: 2/172
General aviation avionics: Why spend more?: 3/251
The special world of the minature turbojet: 3/263
Export and technology transfer: 5/423
Operating a regional airline in France: Air Littoral's success story: 5/496
The Franco-German attack helicopter: French equipment industry needs a decision soon: 6/605
The Canadian aerospace industry: 6/617
Color CRT instrumentation: The second round: 7/788
Multiplex data buses: How standard can they be?: 8/882
General Aviation goes digital: Many advantages, but some problems: 9/929
Widebody trijets: Have they a future?: 10/1117
Power for turboprops and helicopters: The pace of change is faster than it seems: 11/1209
Mission preparation: Electronics to the rescue: 11/1234
The civil big-fan battle – engine manufacturers sharpen their weapons: 12/1267
Radial-ply aircraft tyres: the long-awaited revolution: 12/1333
The Airbus A320: "deciding not to stop": 12/1334
Geddes, Philip
Hellfire: the night and bad weather missile: 2/128
Inertial Upper Stage: Upgrading a stop-gap proves difficult: 5/466
Grangier, Marc
Even better than a horse: ERA's helicopters in Alaska: 1/36
Business aircraft: making them last: 1/38
Italy's aerospace industry: evolution, not revolution: 2/109
Learjet or A300: which is cheaper for what journey?: 2/160
Military trainers: A wide range with a single aim: 3/231
Business aviation in Europe: Surviving in spite of everything: 3/239
A short look at the Longhorn: Learjet 55 operating analysis: 3/244
The MEDEVAC market: situation stationary: 4/371
S.211 – a new concept in trainers?: 5/450
Challenger, Falcon 50 or Gulfstream III: A difficult choice: 5/471
What next for Pilatus: 6/647
The multi-role SF.600TP Canguro: 6/652
BAe's 125-800, the best possible compromise: 7/763
Astra: The idea becomes a reality: 8/863
The Commander Fanjet 1500: Faith in one engine: 8/864
Partenavia: survival off the beaten path: 8/866
Aeritalia and international co-operation: Or how not to be the fifth wheel: 8/873
General Aviation in the USA: The end of the tunnel at last?: 9/936
Business aviation maintenance in Western Europe: List of major centres: 9/940
Alfa Romeo Avio: Beyond the AR 318: 9/983
Citation III gets weight increase: We check the results: 10/1073
The NBAA show: The recession recedes...: 11/1161
Cessna Caravan 1 – rethinking the utility aircraft: 12/1319
Pusher turboprops for business aircraft – a passing fashion or future standard? 12/1321
Diamond I: Mitsubishi stresses the US connection: 12/1325
Lambert, Mark
Mitsubishi Diamond 1: An operational assessment: 1/31
Aerospace Scandinavia: 1/43
Riding the Tiger: an evaluation of Bristow's new helicopter: 2/113
Are there any airline helicopters yet?: 2/117
Penguin Mk3: The thinking man's anti-ship missile: 2/130
Now is the time for new fighters: 3/207
A short look at the Longhorn: Learjet 55 operating analysis: 3/244
Hard times, but some hope for the helicopter men: 4/297
Falcons with new feathers: 4/356
Here comes the Bell TwinRanger: 5/426
Apache on the war path: The Hughes AH-64 in production at last: 5/436
The B-1 gets airborne again: 5/455
The helicopter industry must change its ways: 5/523
Robinson R22: the very personal helicopter: 6/641
The future of the manned aircraft: 6/581
JVX: The World's first production tilt-rotor?: 7/755
X-Wing: The best of both worlds?: 7/760
Flying the Hughes AH-64 Apache: 8/833
Boeing Vertol's all-composite helicopter: 8/837
PAH-2, HAP, HAC: will they get under way this time?: 9/961
LHX: the US Army wants 5,000 – Industry needs the business: 9/972
Sharing a captive market: The CASA-Nurtanio CN-235 starts its flight test program: 10/1122
The two-man crew: How far can it go: 11/1177
Military air transport – essential, but is it affordable? 12/1291
Rebuilding Egypt's air defences: 12/1305
Lopez, Ramon
JVX program – still a lot of questions: 4/348
LHX: the US Army wants 5,000 – Industry needs the business: 9/972
Regional airlines: Growth is not without problems: 11/1165
FAA works on aircraft fire problem: 11/1220
Mama, Hormuz P.
Smooth as silk on the royal orchid route: Thai International's profitable recipe: 5/491
Rek, Bron
US regionals resume double-figure growth: 1/23
757 into service: Boeing's new narrow-body starts to pay its way: 1/71
Making short-haul operations pay: 2/146
Selling secondhand airliners in a glutted market: 2/150
Direct-broadcast TV satellites: US goes into business while others experiment: 2/155
United's cost-cutting newcomers: 3/219
Douglas bounces back: 3/220
VTXTS program takes shape: 3/230
Airliner propellers: Metals yield to composites: 6/672
Romania's rejuvenated aircraft industry: An on-the-spot report: 8/859
Singapore Airlines poised for renewed growth: 12/1274
Singapore: a healthy climate for the aerospace industry: 12/1279
Rubin, Paul
Aerospace Japan: growing capabilities despite constraints: 10/1093
Seidl, Dietrich
A new widebody for Lufthansa and Swissair: The Airbus A310 enters service: 3/217
Maintenance of large engines: CF6s for the Airbus A310: 4/305
Airmec 83: 6/661
MTU Maintenance breaks into the engine overhaul market: 9/985
Sweetman, Bill
New times adapt to Northwest: 4/360
The new LAX prepares for 1984: 7/724
F-16XL: GD hatches a new Falcon: 7/747
Frogfoot: a new Shturmovik on trial: 8/830
Advanced fighter technology: New experimental aircraft starting to fly: 11/1197
Robertson converts the O-2 for new roles: 11/1216
The civil big-fan bottle – engine manufacturers sharpen their weapons: 12/1267
Vandyk, Anthony
Nigeria Airways: Striving to meet the needs of Africa's most populous nation: 2/148
Yemenia: Opening up Arabia's exotic corner: 4/362
Arab airlines gain strength through co-operation: 6/634
Airliner financing: the experts discuss the trends: 8/850
Wanstall, Brian
Combat pilot training: 1/55
Tornado reaches German Navy: 1/60
Closing NATO's back door: 2/125
The multi-role autogyro: a workhorse not a film star: 3/213
Good for thirty years? The US Air Force's future trainer: 3/227
Battlefield surveillance RPVs bring it 'live': 4/343
AM-X: the export challenger with a foot in two continents: 5/447
Western air defence missiles face the future: 6/597
Air Refuelling: 'the force enabler': 7/750
Attacking armour at long ranges: Wasp technology demonstrates pinpoint accuracy: 8/825
AEW options increase: 9/967
Aeronautica Militare Italiana plans for the 1990s: 10/1082
Italian Air Force Tornados: the third variant: 10/1086
A turboprop trainer for the RAF?: 11/1200
Sea Eagle: The 'smart' sea skimmer: 11/1204
Soko: linchpin of Yugoslavia's aircraft industry: 12/1285
RAF order launches ALARM: 12/1302
Wood, Derek
To lessons learned – £1,000 million: 2/132
Woolley, David
Commuters and the big airlines – A symbiotic relationship: 6/629
Airmec 83: 6/661
Slippery runways: Searching for a consensus: 7/728
Noise: The deadline approaches: 8/843
The 146 makes is quiet debut: 8/856
Civil aviation in Africa: Struggling against major disadvantages: 9/917
Airport planners tackle capacity problems: 9/925
Airlines fight rising costs: 10/1029
Cabin furnishings: balancing cost, comfort and safety: 10/1067
Regional airlines: growth is not without problems: 11/1165
Regional airline finance: the importance of equity capital: 11/1173
Inter Airport '83: A new showplace for an innovative industry: 11/1223
Airport charges – are the airlines paying too much? 12/1273